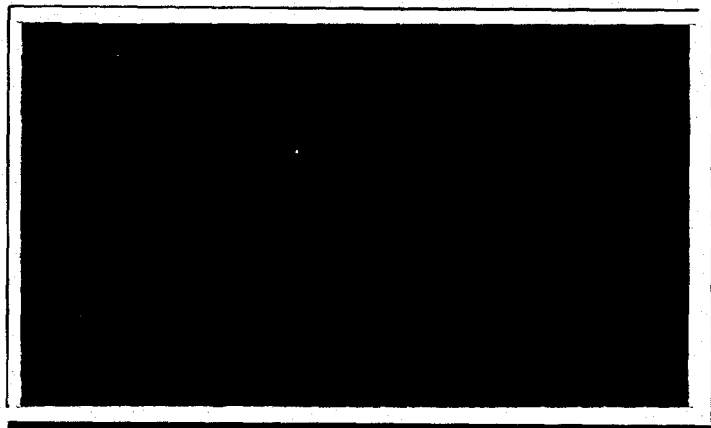


Coastal Zone Management Program

MICHIGAN
OCZM GRANT #NA-80-AA-H-CZ157
SUBTASK 3D-10.2
(Part 3 of 4)



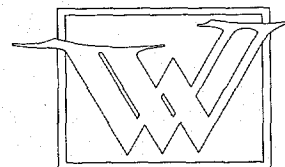
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FRANKFORT
COASTAL ZONE MANAGEMENT PLAN

PLAN AND IMPLEMENTATION
PART III

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1981

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COASTAL ZONE PLAN

Introduction

The Coastal Zone Plan is organized around a coastal land use plan (Fig. 19). A general overview and a description of each land use is presented. Following the plan concept are detailed descriptions of the plan features. This section also includes an implementation strategy.

This plan is focused on the Frankfort coastal zone. Issues which are not directly related to the coastal zone are not treated in depth.

PLAN DESCRIPTION

1. Plan Concept and General Overview

The Coastal Zone Plan is based upon the data base, the analysis, and local input. The plan is a balance between tourism, industry, and environmental issues. The Coastal Zone Plan has two main directions - tourism and industrial.

Tourism - Frankfort's tourist industry could be based on the orientations illustrated in Fig. 20.

A tourist industry solely designated for mass-appeal needs access to a large number of people either by being near a major city or being on a major transportation route. A mass-appeal tourist industry needs to provide budget-priced services and lodging. Popular activities and sports must be provided also. Although this type of industry can produce large cash flows, they can fluctuate greatly with seasonal changes. In addition, if uncontrolled, this type of tourism can take on a "honky-tonk character.

A tourist industry based upon a specialized activity needs a unique facility. Lake Placid, New York, is an example. It has one of the few Olympic quality bobsled facilities in North America. Over the years, it has developed an international reputation as a center for Olympic winter sports training. While Frankfort some day may develop a specialization to this level, it is of limited application in the planning period.

An exclusive-resort oriented tourist industry creates high quality development around existing amenities. Land use controls and amenities (golf, tennis, yachting, etc.) are used to establish a first-class image. The aesthetic character of the man-made environment complements the natural environment.

The Frankfort plan's tourist element combines the mass-appeal orientation with exclusive-resort orientation. This combination tends to moderate both of these extremes to a level which is viable for Frankfort.

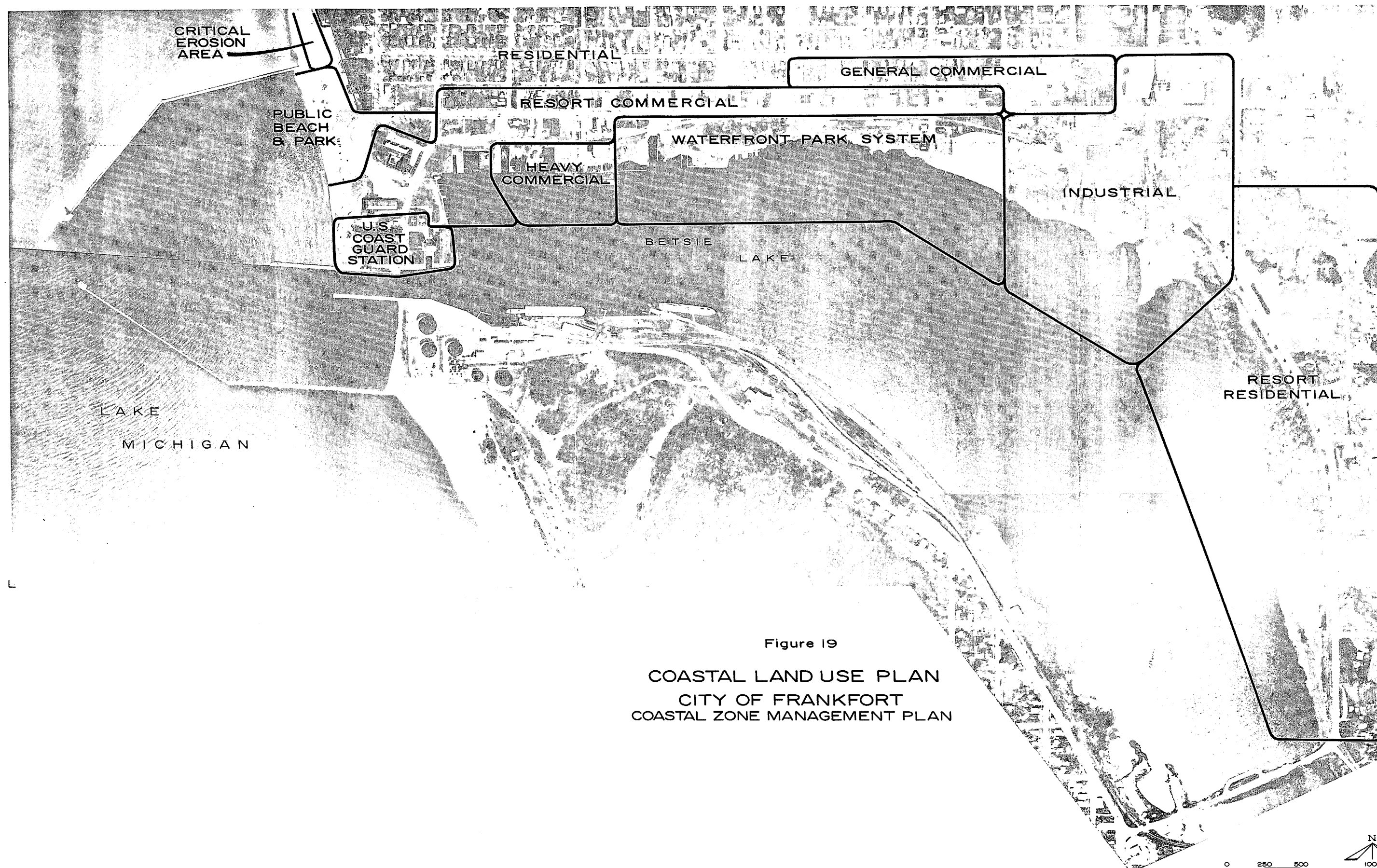
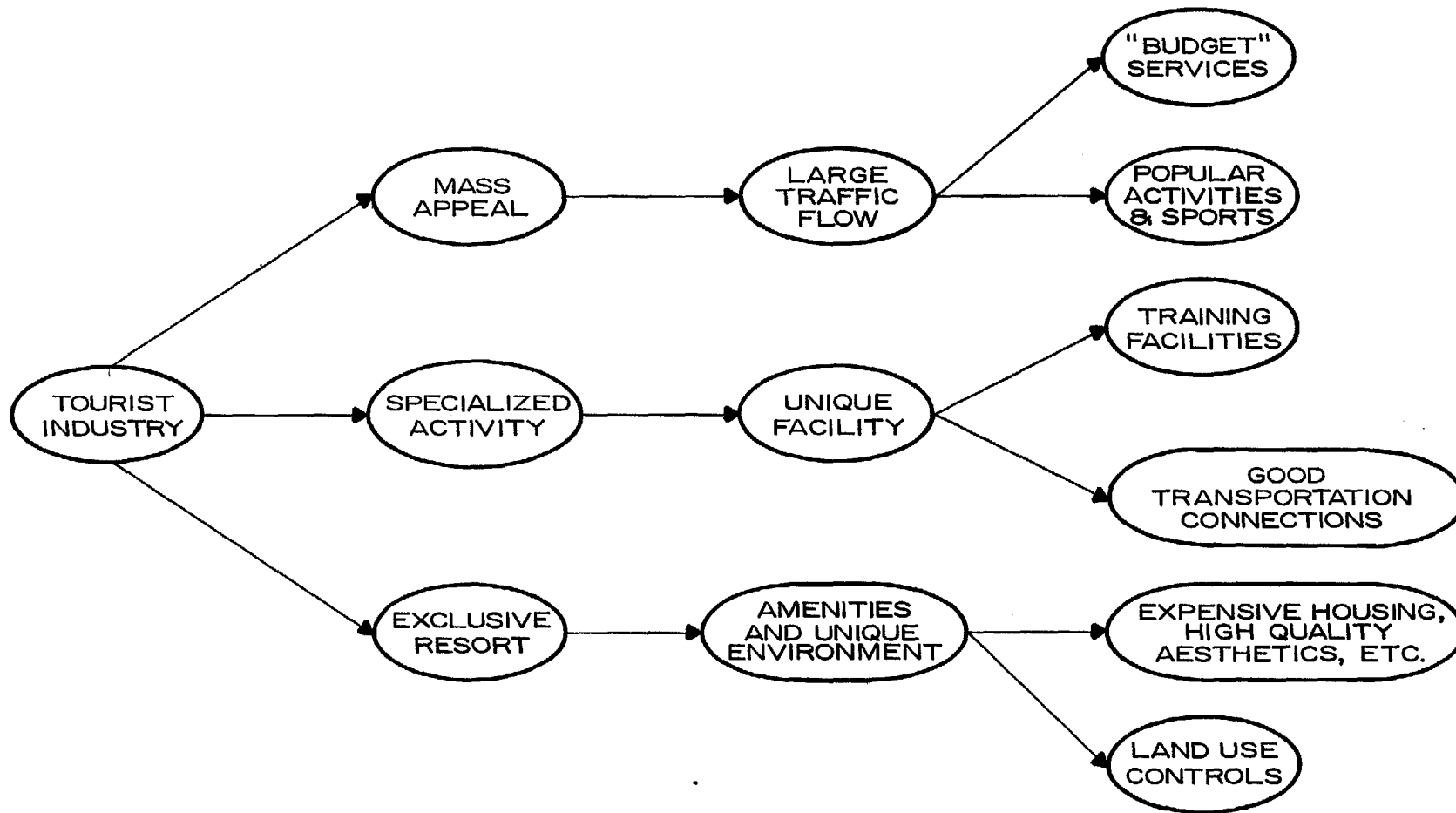


Figure 19
 COASTAL LAND USE PLAN
 CITY OF FRANKFORT
 COASTAL ZONE MANAGEMENT PLAN



CITY OF FRANKFORT
COASTAL ZONE MANAGEMENT PLAN
Figure 20

The mass-appeal segment will build upon the traffic of the car ferries and National Lakeshore Park. One of the main attractions will remain Lake Michigan sport fishing. An artificial reef is proposed to enhance sport fishing.

The exclusive-resort segment is based upon a proposed major hotel/restaurant/convention facility and comprehensive seasonal resort residential developments.

Industrial - The industrial element of the plan also is based upon two concepts - deep water access and scenic views.

Certain industries, which receive/ship bulk materials or which fabricate large assemblies could use the Frankfort-Elberta Harbor. Marine facilities could be developed in the industrial area to support these uses; however, some dredging would be required.

A second concept is research and development for advanced technology industries. These industries, which have limited production constraints, could consider a view of Betsie Lake very attractive.

The car ferries in Elberta are encouraged to continue as part of the region's industrial base.

2. Coastal Land Uses

The planned land uses generally follow the existing land use pattern in developed areas. In undeveloped areas, they generally follow the existing zoning. The planned land uses (see Fig. 19, Coastal Land Use Plan) have some differences and they are discussed below.

Residential - The area fronting on the Lake Michigan beach, north of the breakwater, is residential. The plan retains this residential with no changes.

Critical Erosion Area - The area presently zoned CEHRE-1 on Lake Michigan is also retained; however, the area is changed to end at Main Street. Since the area within the breakwaters is not subject to severe erosion, a CEHRE-1 designation could inhibit development unnecessarily.

Public Beach and Park - The plan unifies the Lake Michigan beach with Father Charlevoix (Cannon) Park. These facilities will continue to support and reinforce local tourism.

U.S. Coast Guard Station - The plan provides for the continuance of the Coast Guard station.

Resort Commercial - The plan provides for most of the downtown area to be resort commercial. Frankfort is well scaled to pedestrian activities, and much of the downtown abuts primary tourist facilities. Therefore, to enhance the total visitor experience, it should be recreation oriented. Anticipated uses within this area include: restaurants, lodging, entertainment retail sales, marinas, and the like. Retail uses should be a mix of general and specialty retail. "Big ticket" sales, such as appliances, tires, furniture, carpeting, autos, etc. are discouraged unless they add to the visitor experience. Antique furniture or locally manufactured furniture are examples of possible exceptions.

A hotel/restaurant/convention facility is also envisioned in this area. Its features will be discussed in a following section.

The resort commercial area extends into Betsie Lake for marina development.

Heavy Commercial - The area occupied by Leudtke Engineering and Construction is designated Heavy Commercial. This provides a base of operations for this marine oriented construction company, which needs deep water access. The tugboats and barges add a certain amount of character to the waterfront. Yet, the marshalling of materials and equipment can conflict with the visitor experience.

If deep water access were available to Leudtke's property in the industrial district, then the heavy construction activities should be encouraged to move there. If this property were vacated, it should be redeveloped as resort commercial. At that time, it would be a prime candidate for a hotel/convention center due to its singular ownership and water frontage.

Resort Residential - The area designated resort residential extends beyond the city limits to include the west slope of the low hills which frame Betsie Lake. The area is also extended into Betsie Lake to provide for private marina facilities.

Seasonal residences, which are part of comprehensive recreational and amenity oriented developments, are encouraged. These developments should be large enough to include yachting, tennis, swimming, and other recreational facilities. They should be quality, luxury-class units.

Each development should have a property owners association to maintain common property and interests.

Waterfront Park System - Mineral Spring Park, Rotary Park, the Confined Disposal Facility (CDF) site, and the boat launch are linked together into a waterfront park system for maximum visitor impact. The main improvements include: marina expansion, maritime exhibits and vessels, and general park upgrading. Details of the park development are in subsequent sections.

Industrial - The development of deep water access and marine docks is a long-term objective. It is an economic development function since it will make industrial lands attractive for development. The industrial district extends into Betsie Lake to accommodate marine structures.

The industrial waterfront is also suitable for research and development for advanced technology industries. Such industries may capitalize on the scenic view of Betsie Lake as an employee recruiting attraction.

General Commercial - General retail land uses, including the "big ticket" commercial, are located in the general commercial area. These businesses are intended to meet the needs of Frankfort's permanent residents.

PLAN FEATURES

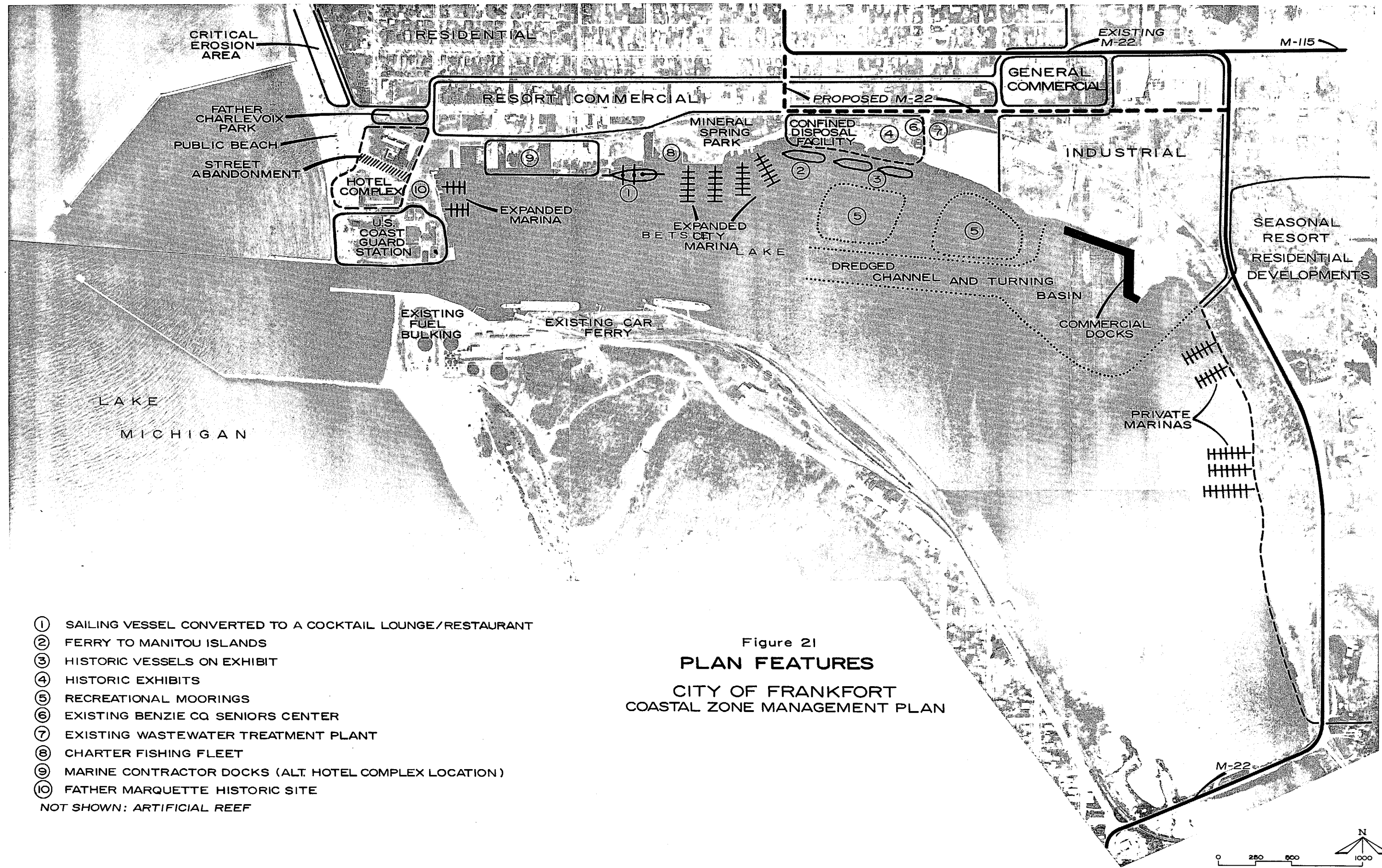
There are many features of the plan which are too specific to be discussed within the context of the plan concept, overview, or general land uses. Yet, these are the elements which give the plan implementation momentum. Plan features are shown on Fig. 21.

1. Hotel Complex

One of the most important plan features is the development of a first-rate hotel/restaurant/convention complex. The primary location for this facility is north of the coast guard station. The existing vacant restaurant and the Southwester Motel are under single ownership. Through a street abandonment, they could be united into a single site. This site, which has views of Lake Michigan, the entrance channel, and Betsie Lake, is ideal for a first-class hotel complex.

The site is presently served by public sewer, water, and gas; however, the sufficiency of their capacities has not been determined. The use would complement existing commercial uses in the area, and it would be within walking distance of the downtown.

The Leudtke Engineering property, at the west end of Betsie Lake, is also an alternate site for the hotel complex. It is also suitable for a second hotel. This site only would be available if Leudtke Engineering had deep water access to their industrial property, or if Leudtke Engineering left Frankfort.



- ① SAILING VESSEL CONVERTED TO A COCKTAIL LOUNGE/RESTAURANT
 - ② FERRY TO MANITOU ISLANDS
 - ③ HISTORIC VESSELS ON EXHIBIT
 - ④ HISTORIC EXHIBITS
 - ⑤ RECREATIONAL MOORINGS
 - ⑥ EXISTING BENZIE CQ SENIORS CENTER
 - ⑦ EXISTING WASTEWATER TREATMENT PLANT
 - ⑧ CHARTER FISHING FLEET
 - ⑨ MARINE CONTRACTOR DOCKS (ALT. HOTEL COMPLEX LOCATION)
 - ⑩ FATHER MARQUETTE HISTORIC SITE
- NOT SHOWN: ARTIFICIAL REEF

Figure 21
PLAN FEATURES
 CITY OF FRANKFORT
 COASTAL ZONE MANAGEMENT PLAN

The Leudtke property is also under singular control. It has utilities available to it; however, the sufficiency of their capacities has not been determined. This site would also complement the existing commercial uses in the area. Since it directly abuts Betsie Lake, it could have its own marina and docking facilities.

A third alternative is to convert an old lake steamer into a floating hotel complex, permanently docked on the waterfront. Such a hotel would provide a unique experience for its guests - a look into the history of the Great Lakes.

Development of a floating hotel would be a complex undertaking. A suitable vessel and a hotel operator would have to be found. After moving the vessel to Frankfort, it would probably require extensive repairs/remodeling to meet applicable requirements. Nevertheless, the results would be one of the major tourist attractions in the Great Lakes.

Although the restaurants and lodging facilities in the Frankfort area provide adequate facilities, the planned hotel complex goes beyond what is currently available. The hotel should be a member of a national chain to ensure qualified management and national promotion. It should provide a full range of services including:

- Guest rooms (between 100 and 300 rooms)
- Dining, informal and formal (preferably with a theme)
- Shops, newsstand, gift shop, and boutiques
- Meeting rooms, various sizes for luncheons and business meetings, and full conference support facilities
- Cocktail lounges, formal with entertainment and informal on a patio
- Recreation, tennis, swimming (indoor pool and Lake Michigan beach), sailing, recreation room, health club
- Transportation, courtesy car to Crystal Mountain (winter), a golf course(s) (seasonal), the car ferry, and Traverse City Airport.

The hotel is expected to be operational year-round. It should offer packaged vacations in association with the car ferry, a ski resort, a golf course, and boat rental/fishing charters. The convention facilities are anticipated to draw visitors into Frankfort year-round.

2. Marina Expansion

A variety of public and private marina and mooring expansions are planned. Each expansion will need to be coordinated to avoid a temporary over-supply.

Marina expansion is shown for the Jaconson Marina at the west end of Betsie Lake. Although, a maximum size is not established, this expansion must not block access to Leudtke's docks. Marina support services are also encouraged to expand.

Expansion of the city marina is also planned. This expansion includes additional slips at Mineral Spring Park and additional moorings at the Confined Disposal Facility and the boat launch. These facilities are discussed in more detail in the Waterfront Park System Master Plan.

Private marina facilities are anticipated as part of resort residential development. These marinas are envisioned to provide only basic dockage for residents of the development. They may be organized around yachting clubs. Small sailboats and fishing boats will probably use these facilities since the water is very shallow.

Quality marina facilities are to be a major tourist attraction.

3. Historic Exhibits

The plan provides for the development of a variety of historic exhibits - maritime, railroad, lumbering, and general. Until the Confined Disposal Facility is completed, they will be located at the west end of Mineral Spring Park. After completion of the Confined Disposal Facility, they will be moved to the east end of the Confined Disposal Facility.

Initial efforts will be directed toward acquiring large objects which can be displayed outdoors with minimum capital improvement and maintenance costs. Eye catching artifacts, such as those listed below, should be solicited as donations. Artifacts from local shipwrecks and from Point Betsie Lighthouse are particularly encouraged.

HISTORICAL ARTIFACTS MATRIX

	<u>Maritime</u>	<u>Railroad</u>	<u>Lumbering</u>	<u>General</u>
Anchors and Ground Tackle	•			
Steering Gear and Rudders	•			
Name Beards, Figure Heads and Signs	•	•		•
Capstans and Winches	•		•	
Steam Engines and Boilers	•	•	•	
Propellers	•			
Aids to Navigation and Signal Lights	•	•		
Rolling Stock		•		
Skids and Big Wheels			•	
Wagons and Sleds			•	•
Farm Implements and Tractors			•	•

Later efforts will be directed toward a museum of small artifacts, photos, illustrations, letters, and other displays. This facility would provide visitors with an educational experience and Great Lakes scholars with a research facility.

The primary long-term objective is to acquire historical Great Lakes vessels. These will be floating exhibits located adjacent to the east end of the Confined Disposal Facility. A variety of vessels would be appropriate as floating exhibits: fishing boats, lumber schooners, cargo ships and ore carriers, passenger steamers, tug boats, coast guard and life saving vessels, and ferries. Some boats, such as U.S. Life Saving Service surf boats, could be displayed on land. Likewise, the preserved remains of a ship(s) could be a land exhibit also.

The maritime vessel display must treat the vessels with dignity and respect. If they are soundly preserved and artfully displayed, they will be a powerful visitor attraction.

4. Transportation

While the plan's recreation element is designed to provide attractions in Frankfort, it does rely upon some through-traffic from the car ferry and National Lakeshore visitors. In the long run, the roadway improvements will be of secondary importance to the recreation element. The car ferry remains a vital part of both the recreation element and the industrial/port development element.

Planned roadway improvements are intended to bring through-traffic as close to downtown Frankfort as possible. Therefore, it is recommended that M-22 be realigned through downtown Frankfort. The recommended alignment is Crystal Avenue to Seventh Street to Main Street (realigned from Forest Avenue) to M-22 (south). M-115 could intersect M-22 at either Main Street and M-22 or Seventh Street and Forest Avenue. This minor realignment of M-22 would channel this traffic through part of downtown Frankfort and past Mineral Spring Park. It would also channel traffic through the industrial area. Therefore the appearance, and especially the neatness, of these facilities should be given some attention.

Since the official US-31/National Lakeshore link will not pass close to Frankfort, an alternate strategy is recommended. Frankfort should build on the park service scenic corridor concept, promoting the existing M-22 corridor as the scenic route to the National Lakeshore.

The existing car ferry is an important source of visitors to the Frankfort area. Its passenger/automobile service should not only be continued, but it should be improved as much as practical. Since the ferry will leave a lasting impression on visitors, it is important that it be a good impression. Frankfort's resorts should aggressively market package trips from Wisconsin to Frankfort.

Car ferry service is a major component of the Frankfort area industrial base. Its discontinuance could cause the U.S. Army Corps of Engineers to discontinue harbor maintenance. The viability of the cross lake ferry may depend upon the roll-on/roll-off motor truck traffic it can attract. A feasibility analysis is recommended.

5. Parks and Infrastructure

Improvements to the Lake Michigan beach and the Betsie Lake waterfront park system are important parts of the recreation element. They are among the few improvements over which the city has direct control. They are also highly visible and can build implementation momentum.

Like park improvements, infrastructure improvements (utilities, roads, etc.) are also within Frankfort's control. Necessary system improvements must be provided for hotel, industrial, commercial, and resort residential development. These improvements must be provided on a timely basis. An analysis is needed to identify system-wide capacities and deficiencies.

6. Industrial Development

Industrial development falls into three categories: light, medium, and heavy. The plan provides for options of industrial development, which depend on deep water access to the industrial area.

The size of the waterfront industrial area is sufficient for development of a single heavy industry. Deep water access and rail access make it suitable for certain large facilities, such as electrical power plants and primary manufacturing.

The waterfront industrial area is large enough for several medium scale or intensity industries. Again, deep water access and rail availability make it suitable for a variety of industries, such as heavy construction (equipment and material marshalling), steel fabrication, natural resource processing, and warehousing or inter-modal shipping.

The waterfront industrial area is also well suited for light industrial development and especially research and development units of advanced technology industries. Since deep water access is not a factor with these industries, dredging is not required.

Planned waterfront industrial development is a combination of medium and light industrial uses. Initial efforts will be toward attracting light industries and setting in motion the process for dredging. Later efforts will be toward completing the marine improvements and attracting medium industries. The industrial area, at build-out, will be a mix of light and medium industries. A heavy industry could be an acceptable alternative; however, an individual assessment and plan revision would be necessary.

7. Artificial Reef

Artificial reefs have been developed in several places; the closest is in Lake Michigan at Muskegon. Fish typically use reefs and shipwrecks as habitats and the Michigan Department of Natural Resources has recently detected spawning at the Muskegon Reef.

An artificial reef is planned for Frankfort to complement the pier (break-water) fishing. The reef should be large enough to attract a large fish population. It should be spread out to provide access by many fishermen. The reef should be located and designed so that it is not a hazard to navigation.

8. Seasonal Resort Residential Developments

Within the coastal zone planning area, one area is designated for seasonal resort residential developments. Another area, along the Lake Michigan shoreline, could be designated for seasonal resort residential, if sufficient land were available without adversely affecting existing residences.

The area designated for seasonal resort residential developments is located on the east shore of Lake Betsie. There is room for several developments. Their individual planning must minimize the impacts on existing residential areas.

Each development should be intended for the luxury second home market. Each should be large enough to support statewide and selected interstate marketing.

The developments must be amenity oriented. Facilities for tennis, boating, swimming, cross-country skiing, hiking, and jogging should be provided. A central club house/recreation building is also recommended. Golf should be provided by association with a local golf course. Private marinas for small boats could be developed in Betsie Lake.

The density of developments may vary, but are anticipated to be in the medium to high range. The types of units anticipated include detailed single-family townhouses and 4-units. Townhouses will probably be the most popular. Due to the intensity of development, public sewer and water should be provided. All development should be of high quality architecture.

Private streets and security are recommended. Each development should have a property owners association to manage common interests.

Although they are intended to be used as vacation homes, each development should be open year-round. Winter sports in the Frankfort area should be promoted.

9. Retail Trade Improvements

Retail trade in resort areas is often a curious mixture. Fudge shops, souvenir stands, T-shirt shops, art galleries, restaurants and bars, designer clothes boutiques, and craftsmans studios are mixed with "normal" retail establishments such as drug stores, supermarkets, dry cleaners, and insurance agencies. Frankfort's commercial mix is similar; however, it has some noteworthy exceptions. Many of the stores offer basic goods or clothes, not specialty items of interest to visitors. The restaurants and bars are oriented toward local clientele. Appliances and furniture compete for tourists' attention in the downtown area.

On the positive side, Frankfort's downtown has not been taken over by fudge stands and gift shops. Disco bars do not blintz music until the early morning. A few specialty shops have taken root and the proximity of the downtown to the waterfront is a bonus for boaters.

The downtown mix needs more resort oriented commercial in the form of antique shops, art galleries, specialty shops, restaurants, and bars with entertainment. A few souvenir shops, T-shirt shops, and hot dog stands would add a festival atmosphere.

Natural market forces will shape the downtown mix into the proper balance, once other recreation features are operational; however, early improvements in the downtown mix would add momentum to the entire tourist industry.

A second area of needed commercial improvements is downtown aesthetics. Frankfort must present a neat, attractive, and inviting image to visitors.

Main Street Frankfort is very neat and clean; however, the areas behind the stores, on the south side of Main Street, are not. These areas have unscreened trash containers, outdoor storage, or unmowed weeds. The buildings are unadorned cinder block. Most of these establishments provide no rear entrance or view of Betsie Lake.

These areas must be cleaned up and trash container screens built. Road improvements would improve pedestrian and vehicular access. Rear entrances and overlook patios should be encouraged.

Most of the Main Street storefronts and signs are attractive; however, some need improvement. It is not necessary for all the buildings to have the same theme, or for old buildings to be "modernized". The storefronts and signs should be clean and in good repair. Cheap looking improvements do more harm than good.

Visitor areas, particularly the downtown, must be inviting to people who do not know Frankfort, and they must be exciting to returning visitors. In a resort area, visitors must find a variation from the commercialism at home.

10. Floating Restaurant and Cocktail Lounge

A floating restaurant and cocktail lounge is provided in the plan. Housed in an interesting vessel, like a 100-ft plus sailing schooner, such an establishment would be a very strong tourist attraction. It could be prominently berthed at Mineral Spring Park. The city could lease dock space to a private operator, who would own the vessel and the business.

11. Ferry/Cruise Ship Dock

Plans for passenger ferries (to the islands and cross lake) and Great Lakes cruise ships from time to time are discussed. Since the Mississippi River and the Atlantic Coast support a variety of small cruise ships, it is not inconceivable that similar vessels could sail the Great Lakes. The plan provides for these uses at the Confined Disposal Facility unloading dock.

In the event that passenger cruise ships do become a reality on the Great Lakes, Frankfort must make every effort to make itself a regular port of call.

12. Activities and Events

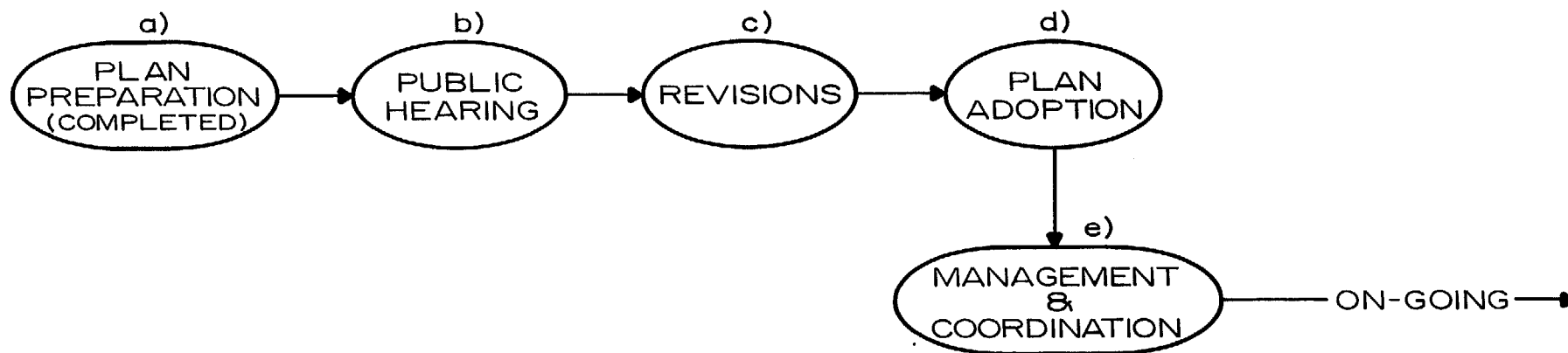
Communities in which tourism is a minor component of the economy can rely on a yearly celebration or festival; however, communities such as Frankfort must have a continuous program of activities and events. Smaller suburban shopping centers almost always have a promotional manager who coordinates sales and special activities.

These typically include antique, art, car, recreational vehicle, fashion, and handicraft shows. Also popular are personality appearances and music performances. Frankfort also has an excellent opportunity for swap meets and in-the-water boat shows. Concerts in the Mineral Spring Park band shell (see park master plan), with sound and light shows, would be popular.

IMPLEMENTATION STRATEGIES

Introduction

The previous sections on Plan Description and Plan Features describe in words and illustrations the Frankfort Coastal Zone Plan. This section breaks the plan into major elements for action. As the implementation strategies show, it is a public/private partnership. Funding sources, lead responsibilities and prerequisite accomplishments are identified.



CITY OF FRANKFORT
COASTAL ZONE MANAGEMENT PLAN
Figure 22

ELEMENT No. 1
PLAN ADOPTION

ELEMENT NO: 1 - Plan Adoption

WORKTASK: a) - Plan Preparation

ACTION: Collect base data
Analyze existing conditions
Prepare coastal zone plan

LEAD RESPONSIBILITY: City of Frankfort; other input from the general public
and interested agencies

FUNDING: U.S. Department of Commerce, Coastal Zone Management
Program (administered by Michigan Department of
Natural Resources) and local matching funds

PRECEDING/
CONCURRENT ELEMENTS: None required

TIMING: Completed

NOTES:

ELEMENT NO: 1 - Plan Adoption

WORKTASK: b) - Public Hearing

ACTION: Receive public input
Receive input of interested agencies

LEAD RESPONSIBILITY: City of Frankfort

FUNDING: U.S. Department of Commerce, Coastal Zone Management
Program (administered by Michigan Department of Natural
Resources) and local matching funds.

PRECEDING/
CONCURRENT ELEMENTS: None required

TIMING: November, 1981

NOTES:

ELEMENT NO: 1 - Plan Adoption

WORKTASK: c) - Revisions

ACTION: Analyze public input
Revise and finalize the plan

LEAD RESPONSIBILITY: City of Frankfort

FUNDING: U.S. Department of Commerce, Coastal Zone Management
Program (administered by Michigan Department of Natural
Resources) and local matching funds.

PRECEDING/
CONCURRENT ELEMENTS: Preceding: Worktask b) - Public Hearing

TIMING: November, 1981

NOTES:

ELEMENT NO: 1 - Plan Adoption

WORKTASK: d) Plan Adoption

ACTION: Adoption of the Coastal Zone Management Plan
Authorization to proceed on Plan Implementation

LEAD RESPONSIBILITY: City of Frankfort

FUNDING: Local funds

PRECEDING/
CONCURRENT ELEMENTS: Preceding: Worktask b) - Public Hearing

TIMING: November, 1981

NOTES:

ELEMENT NO: 1 - Plan Adoption

WORKTASK: e) - Management and Coordination

ACTION: Primary program implementation responsibility
General management and element coordination

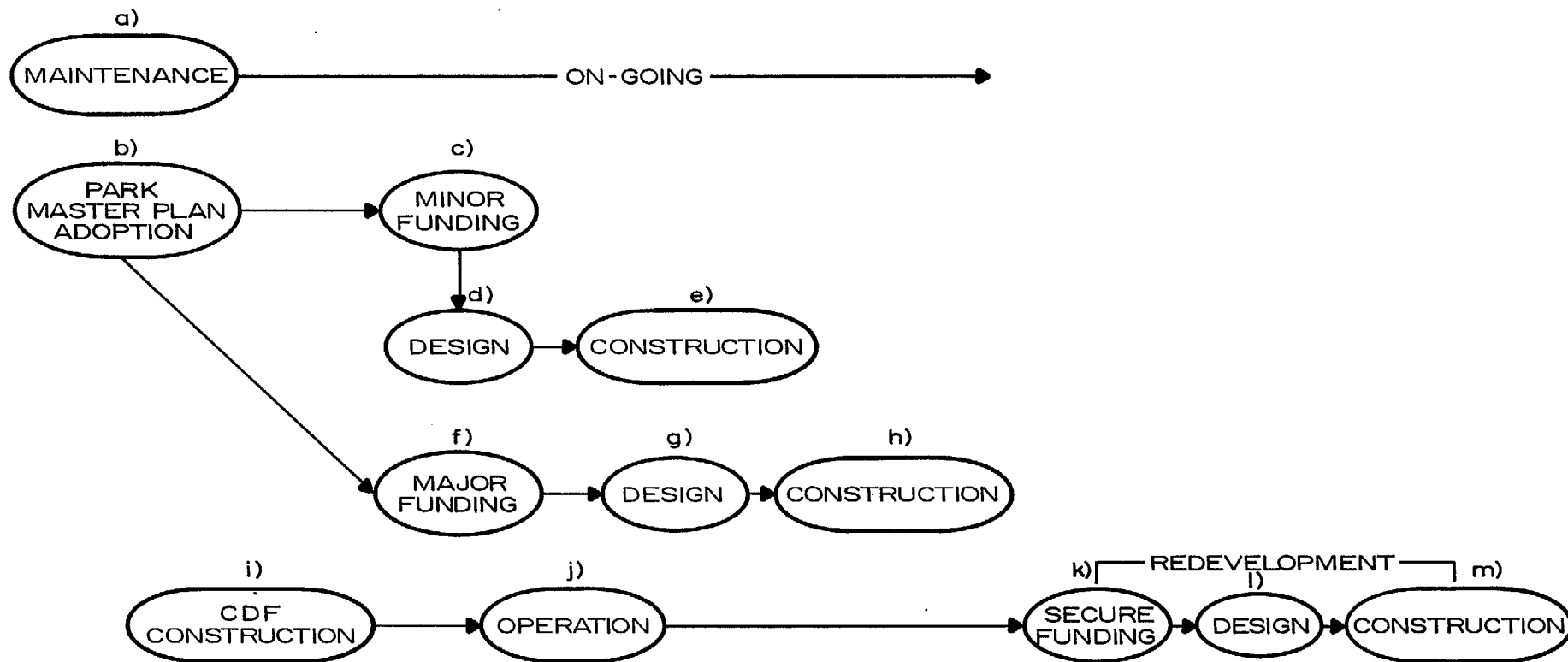
LEAD RESPONSIBILITY: City of Frankfort

FUNDING: Local and grant funds as available

PRECEDING/
CONCURRENT ELEMENTS: Preceding: e) Plan Adoption

TIMING: On-going for the duration of coastal improvements

NOTES:



CITY OF FRANKFORT
COASTAL ZONE MANAGEMENT PLAN
Figure 23
ELEMENT No. 2
**PARK
IMPROVEMENTS**

ELEMENT NO: 2 - Park Improvements

WORKTASK: a) - Maintenance

ACTION: On-going park maintenance and repair

LEAD RESPONSIBILITY: City of Frankfort
Secondary responsibility may be delegated to local service groups and concession operators.

FUNDING: Local as supplemented by marina, boat launch, concession, and special activities revenues.

PRECEDING/
CONCURRENT ELEMENTS: None

TIMING: On-going, with seasonal variations.

NOTES: Additional staff may be required.

ELEMENT NO:

2 - Park Improvements

WORKTASK:

b) - Park Master Plan adoption

ACTION:

Adoption of master site plans for the Betsie Lake Park system and the Lake Michigan bathing beach.

LEAD RESPONSIBILITY: City of Frankfort

FUNDING:

U.S. Department of Commerce, Coastal Zone Management program (administered by Michigan Department of Natural Resources) and local matching funds.

PRECEDING/
CONCURRENT ELEMENTS: None

TIMING:

November, 1981

NOTES:

ELEMENT NO: 2 - Park Improvements

WORKTASK: c) - Minor Funding

ACTION: Secure funding for minor repairs and improvements.

LEAD RESPONSIBILITY: City of Frankfort

FUNDING: Local funds and donations

PRECEDING/
CONCURRENT ELEMENTS: Preceding: b) Park Master Plan Adoption

TIMING:

NOTES: Work may be performed by volunteer forces.

ELEMENT NO: 2 - Park Improvements

WORKTASK: d) - Design

ACTION: Construction design of minor structures and improvements
Work program for repairs and rehabilitation, where
necessary (especially the Mineral Spring structure)

LEAD RESPONSIBILITY: City of Frankfort

FUNDING: Local, supplemented by donations

PRECEDING/
CONCURRENT ELEMENTS: Preceding: c) minor funding

TIMING: Variable, depending on funding

NOTES:

ELEMENT NO: 2 - Park Improvements

WORKTASK: e) - Construction

ACTION: Construction and repairs

LEAD RESPONSIBILITY: City of Frankfort

FUNDING: Local, supplemented by donations

PRECEDING/
CONCURRENT ELEMENTS: Preceding: d) Design

TIMING: Variable, depending on funding and weather

NOTES:

ELEMENT NO: 2 - Park Improvements

WORKTASK: f) - Major Funding Secured

ACTION: Secure funding for major improvements (e.g., marina expansion, concessions, band shell maritime exhibits, parking, etc.)

LEAD RESPONSIBILITY: City of Frankfort

FUNDING: Local (special activity fee revolving fund)
Grant funding as available.

PRECEDING/
CONCURRENT ELEMENTS: Preceding: b) - Park Master Plan Adoption

TIMING: Fourth quarter, 1981

NOTES:

ELEMENT NO: 2 - Park Improvements

WORKTASK: g) - Design

ACTION: Detailed engineering/architectural design of the
near term park improvements.
Preparation of bid documents.

LEAD RESPONSIBILITY: City of Frankfort

FUNDING: Local (special activity fee revolving fund)
Grant funding, as available .

PRECEDING/
CONCURRENT ELEMENTS: Preceding: f) - Major funding

TIMING: First quarter - 1981

NOTES:

ELEMENT NO: 2 - Park Improvements

WORKTASK: h) - Construction

ACTION: Bid and construct near term park improvements

LEAD RESPONSIBILITY: City of Frankfort

FUNDING: Local (special activity fee revolving fund)
Grant funding as available

PRECEDING/
CONCURRENT ELEMENTS: Preceding: g) - Design

TIMING: Second and third quarters, 1982

NOTES:

ELEMENT NO: 2 - Park Improvements

WORKTASK: i) - CDF Construction

ACTION: Construction of the Confined Disposal Facility (CDF)
for the harbor dredgings

LEAD RESPONSIBILITY: U.S. Army Corps of Engineers

FUNDING: Federal

PRECEDING/
CONCURRENT ELEMENTS: N/A

TIMING: Construction pending

NOTES:

ELEMENT NO: 2 - Park Improvements

WORKTASK: j) - Operation

ACTION: Operation and closure of the CDF

LEAD RESPONSIBILITY: U.S. Army Corps of Engineers

FUNDING: Federal

PRECEDING/
CONCURRENT ELEMENTS: Preceding: i) - CDF Construction

TIMING: 10-year operational life plus closure period

NOTES:

ELEMENT NO: 2 - Park Improvements

WORKTASK: k) - Secure funding

ACTION: Secure funding for redevelopment* of the CDF
Secure funding for the long-term objectives
(e.g., ship exhibits, museum, ferry/cruise
ship dock, artificial reef, etc.)

LEAD RESPONSIBILITY: City of Frankfort

FUNDING: Local (special activities fee revolving fund)
Grants as available

PRECEDING/
CONCURRENT ELEMENTS: Preceding: j) - operation, closure

TIMING: Long-term objective - 1995

NOTES: *The CDF will be graded and seeded by the
U.S. Army Corps of Engineers; however, further
park improvements will be necessary.

ELEMENT NO: 2 - Park Improvements

WORKTASK: 1) - Design

ACTION: Detailed engineering/architectural design of the
long-term park improvements.
Preparation of bid documents

LEAD RESPONSIBILITY: City of Frankfort

FUNDING: Local (special activity fee revolving fund)

PRECEDING/
CONCURRENT ELEMENTS: Preceding: k) secure funding

TIMING:

NOTES:

ELEMENT NO: 2 - Park Improvements

WORKTASK: m) - Construction

ACTION: Bid and construct long-term park improvements

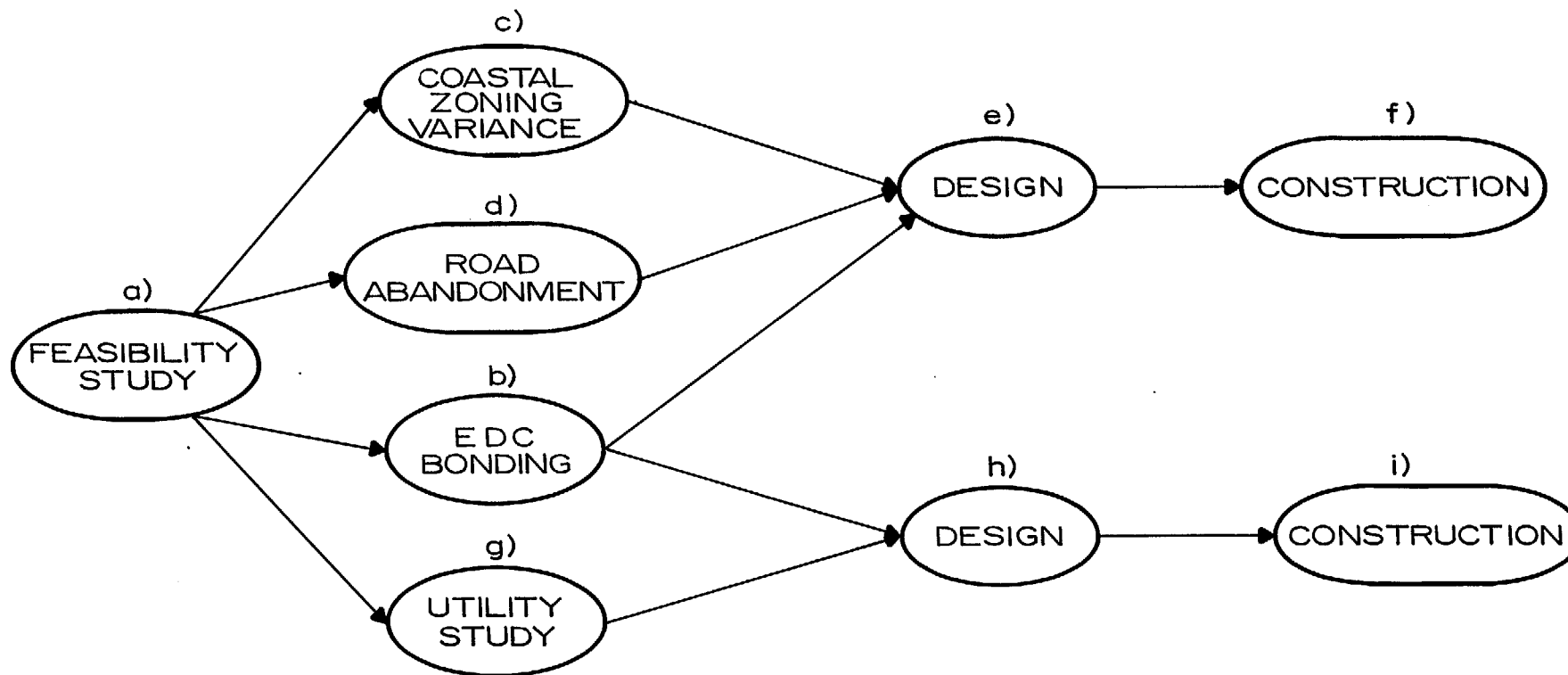
LEAD RESPONSIBILITY: City of Frankfort

FUNDING: Local (special activities fee revolving fund)
Grants, as available

PRECEDING/
CONCURRENT ELEMENTS: Preceding: 1) - Design

TIMING:

NOTES:



CITY OF FRANKFORT
COASTAL ZONE MANAGEMENT PLAN
Figure 24

ELEMENT No. 3
HOTEL DEVELOPMENT

ELEMENT NO: 3 - Hotel Development

WORKTASK: a) - Feasibility Study

ACTION: Detailed analysis of the physical and economic feasibility of a major hotel/restaurant/convention facility development.
Study adaptive reuse/demolition of existing on-site structures.

LEAD RESPONSIBILITY: Private interests

FUNDING: Private

PRECEDING/
CONCURRENT ELEMENTS: None

TIMING: Fourth quarter, 1981

NOTES:

ELEMENT NO: 3 - Hotel Development

WORKTASK: b) - EDC bonding

ACTION: Application/approval of Economic Development
Corporation (EDC) bonding
Bond sales

LEAD RESPONSIBILITY: Private interests
and
The Benzie County Economic Development Corporation

FUNDING: Bond Sales

PRECEDING/
CONCURRENT ELEMENTS: Preceding: a) - Feasibility Study

TIMING: First quarter, 1982

NOTES:

ELEMENT NO:

3 - Hotel Development

WORKTASK:

c) - Coastal Zoning Variance

ACTION:

Obtain variance from the state coastal high-risk erosion requirements

LEAD RESPONSIBILITY:

Private interests

FUNDING:

Private

PRECEDING/
CONCURRENT ELEMENTS:

Preceding: a) Feasibility Study, b) EDC Bonding
Concurrent: d) Road Abandonment

TIMING:

First quarter, 1982

NOTES:

ELEMENT NO: 3 - Hotel Development

WORKTASK: d) - Road Abandonment

ACTION: Abandonment of the public road right-of-way between the motel and the restaurant.

LEAD RESPONSIBILITY: Petition by the affected property owners to the City of Frankfort.

FUNDING: Private (affected property owners)
Public (City of Frankfort)

PRECEDING/
CONCURRENT ELEMENTS: Preceding: a) Feasibility Study

TIMING: Second quarter, 1982

NOTES: Costs are anticipated to be minimal.

ELEMENT NO: 3 - Hotel Development

WORKTASK: e) - Design

ACTION: Detailed engineering/architectural design of the hotel complex.
Preparation of bid documents.

LEAD RESPONSIBILITY: Private interests.

FUNDING: Private interests and EDC bonding.

PRECEDING/
CONCURRENT ELEMENTS: Preceding: a) Feasibility Study, b) EDC Bonding,
c) Coastal Variance, d) Road Abandonment, e) Utility Study.
Concurrent: h) Design (Utilities)

TIMING: Third quarter, 1982

NOTES:

ELEMENT NO: 3 - Hotel Development

WORKTASK: f) - Construction

ACTION: Bid and construct the hotel complex.

LEAD RESPONSIBILITY: Private interests.

FUNDING: Private interests and EDC bonding.

PRECEDING/
CONCURRENT ELEMENTS: Preceding: e) Design
Concurrent: i) Construction (utilities)

TIMING: First quarter, 1983.

NOTES:

ELEMENT NO: 3 - Hotel Development

WORKTASK: g) - Utility Study

ACTION: Study and determine the adequacy of the municipal utilities to support the proposed hotel complex.
If inadequate, then prepare a utility improvement plan.

LEAD RESPONSIBILITY: City of Frankfort.

FUNDING: Local.

PRECEDING/
CONCURRENT ELEMENTS: Preceding: a) Feasibility Study

TIMING: First quarter, 1982

NOTES: The Feasibility Study must identify the proposed utility requirements.
The City of Frankfort must be convinced of the momentum behind the hotel complex development.

ELEMENT NO: 3 - Hotel Development

WORKTASK: h) - Design

ACTION: Detailed engineering design of the required public utility improvements.
Preparation of bid documents.

LEAD RESPONSIBILITY: City of Frankfort.

FUNDING: Local and EDC bonding.

PRECEDING/
CONCURRENT ELEMENTS: Preceding: b) EDC Bonding, g) Utility Study
Concurrent: e) Design (hotel)

TIMING: Third quarter, 1982

NOTES: Utility improvements and hotel development must be closely coordinated.

ELEMENT NO: 3 - Hotel Development

WORKTASK: i) - Construction

ACTION: Bid and construct required public utility improvements.

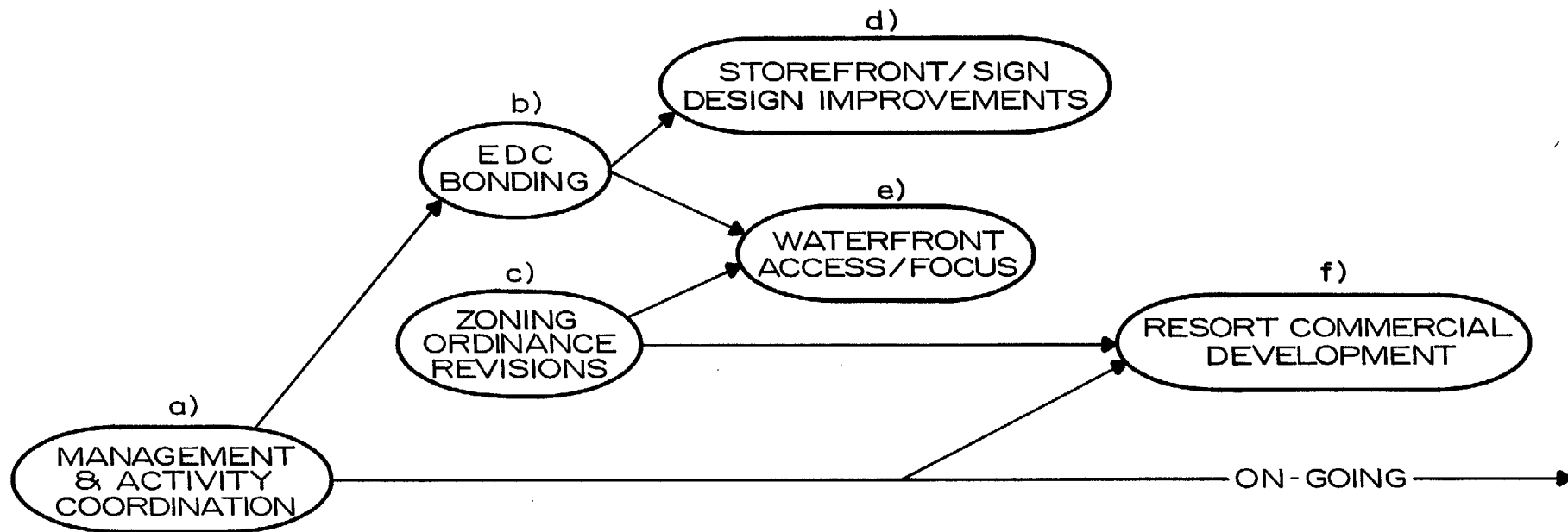
LEAD RESPONSIBILITY: City of Frankfort

FUNDING: Local and EDC bonding.

PRECEDING/
CONCURRENT ELEMENTS: Preceding: h) - Design (utilities)
Concurrent: f) - Construction (hotel)

TIMING: First quarter, 1983

NOTES: Utility improvements and hotel development must be closely coordinated.



CITY OF FRANKFORT
COASTAL ZONE MANAGEMENT PLAN
Figure 25
ELEMENT No.4
COMMERCIAL
IMPROVEMENTS

ELEMENT NO: 4 - Commerical Improvements.

WORKTASK: a) - Management and Activity Coordination

ACTION: Start-up organization and planning.
On-going promotion, management, and activity coordination.

LEAD RESPONSIBILITY: Frankfort Chamber of Commerce, Downtown Business Association, or a similar organization.

FUNDING: Private.

PRECEDING/
CONCURRENT ELEMENTS: None.

TIMING: On-going with seasonal and special activity-related variations.

NOTES:

ELEMENT NO:

4 - Commercial Improvements

WORKTASK:

b) - EDC Bonding

ACTION:

Application/Approval of Economic Development Corporation (EDC) Bonding.
Bond sales.

LEAD RESPONSIBILITY:

Private interests and the Benzie County Economic Development Corporation.

FUNDING:

Bond sales.

PRECEDING/
CONCURRENT ELEMENTS:

Preceding: a) Management and Activity Coordination
Concurrent: 3 b) EDC Bonding

TIMING:

First quarter, 1982

NOTES:

ELEMENT NO: 4 - Commercial Improvements.

WORKTASK: c) - Zoning Ordinance Revisions.

ACTION: Zoning Ordinance revisions to encourage commercial redevelopment, especially non-conforming structures, signs, and parking.
Zoning Ordinance revisions to encourage commercial redevelopment to the rear of structures on the south side of Main Street.

LEAD RESPONSIBILITY: City of Frankfort, Planning Commission

FUNDING: Local

PRECEDING/
CONCURRENT ELEMENTS: None

TIMING: First quarter, 1982

NOTES:

ELEMENT NO:

4 - Commercial Improvements

WORKTASK:

d) - Storefront/sign improvements

ACTION:

Improvements to the design and character of the downtown storefronts and signs.

LEAD RESPONSIBILITY:

Private interests and the Chamber of Commerce, Downtown Business Association, or a similar organization.

FUNDING:

EDC Bonds.

PRECEDING/
CONCURRENT ELEMENTS:

Preceding: b) EDC Bonding

TIMING:

Second quarter, 1982

NOTES:

ELEMENT NO:

4 - Commercial Improvements

WORKTASK:

e) - Waterfront Access/Focus

ACTION:

Improvements to existing structures along the south side of Main Street, to provide access and focus on the waterfront.

LEAD RESPONSIBILITY:

Private interests and the Chamber of Commerce, Downtown Business Association, or a similar organization.

FUNDING:

EDC Bonds

PRECEDING/
CONCURRENT ELEMENTS:

Preceding: b) EDC Bonding, c) Zoning Ordinance Revisions

TIMING:

Second quarter, 1982

NOTES:

ELEMENT NO:

4 - Commercial Improvements

WORKTASK:

f) - Resort Commercial Development

ACTION:

Major resort commercial development and redevelopment.

Improvements to the commercial mix.

LEAD RESPONSIBILITY:

Private interest, and the Chamber of Commerce, Downtown Business Association, or a similar organization.

FUNDING:

EDC Bonds or private funds.

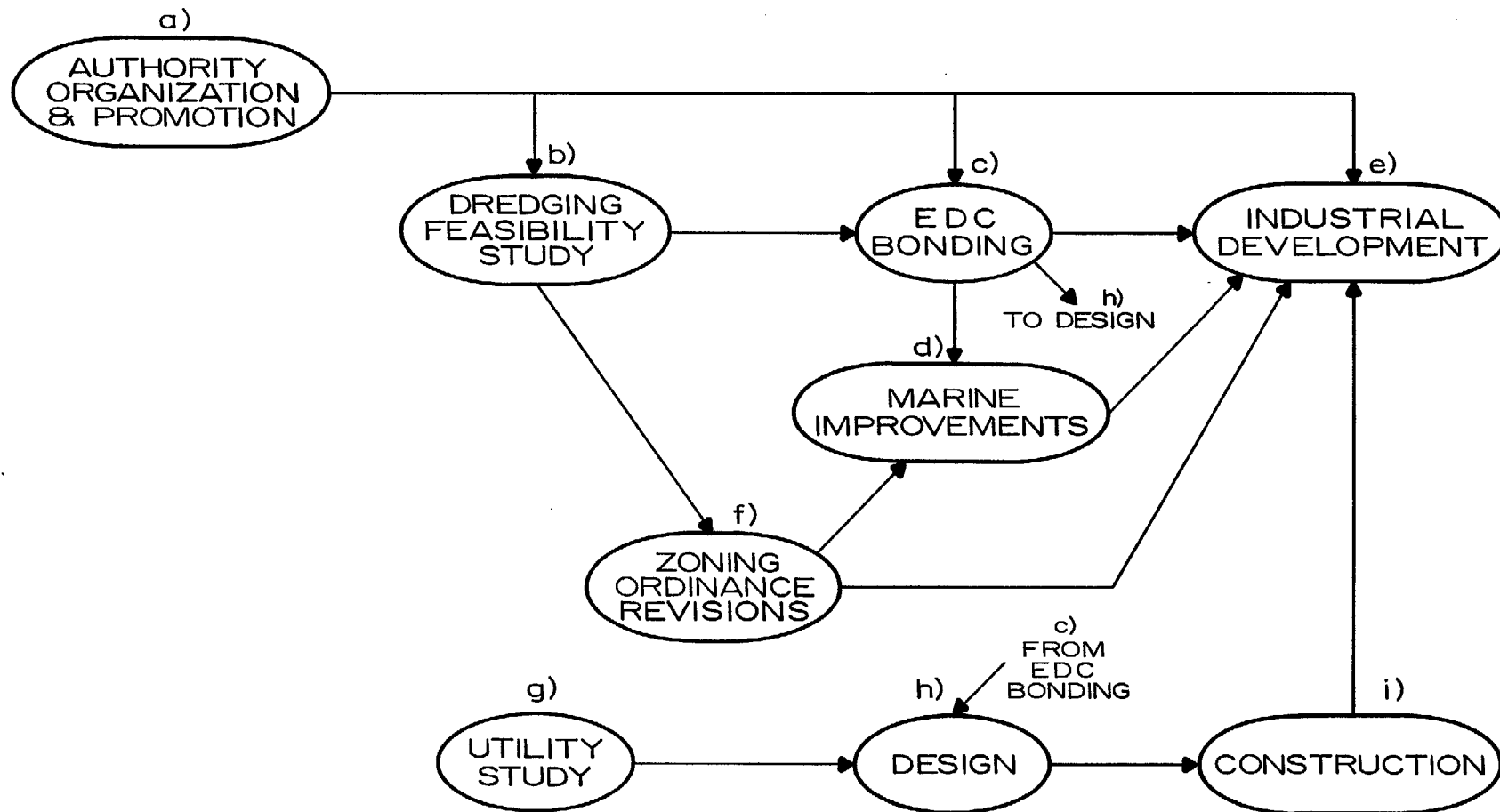
PRECEDING/
CONCURRENT ELEMENTS:

Preceding: a) Management and Activity Coordination,
b) EDC Bonding, c) Zoning Ordinance Revisions

TIMING:

1983

NOTES:



CITY OF FRANKFORT
COASTAL ZONE MANAGEMENT PLAN
Figure 26
ELEMENT No. 5
INDUSTRIAL
DEVELOPMENT

ELEMENT NO: 5 - Industrial Development

WORKTASK: a) - Authority Organization and Promotion

ACTION: Organization of an Industrial Development Authority.
On-going development and promotion.

LEAD RESPONSIBILITY: Initial organization: City of Frankfort.
On-going development and promotion: Industrial
Development Authority.

FUNDING: Local
State of Michigan funding if a Port Development
Authority is formed.

PRECEDING/
CONCURRENT ELEMENTS: None

TIMING: First quarter, 1982

NOTES: This responsibility could be assigned to the
Airport-Harbor Commission or to a Port Development
Authority.

ELEMENT NO: 5 - Industrial Development

WORKTASK: b) - Dredging Feasibility Study

ACTION: Dredging and marine improvements
Feasibility study and plan of action

LEAD RESPONSIBILITY: Industrial Development Authority

FUNDING: Local

PRECEDING/
CONCURRENT ELEMENTS: Preceding: a) Authority Organization and Promotion

TIMING: Second quarter, 1982

NOTES: If dredging and marine improvements are not feasible, then Worktask d) Marine Improvements would not be required. In that case, the Industrial Development would be advance technology research oriented.

ELEMENT NO: 5 - Industrial Development

WORKTASK: c) - EDC Bonding

ACTION: Application/approval of Economic Development Corporation (EDC) Bonding.
Bond sales.

LEAD RESPONSIBILITY: Industrial Development Authority and the Benzie County Economic Development Corporation.

FUNDING: EDC Bonding.

PRECEDING/
CONCURRENT ELEMENTS: Preceding: a) Authority Organization and Promotion,
b) Dredging Feasibility Study

TIMING: Third quarter, 1982

NOTES:

ELEMENT NO: 5 - Industrial Development

WORKTASK: d) - Marine Improvements

ACTION: Dredging and marine structure development

LEAD RESPONSIBILITY: Industrial Development Authority

FUNDING: EDC Bonding

PRECEDING/
CONCURRENT ELEMENTS: Preceding: b) Dredging Feasibility Study,
c) EDC Bonding, f) Zoning Ordinance Revisions

TIMING: 1983 and 1984

NOTES:

ELEMENT NO: 5 - Industrial Development

WORKTASK: e) - Industrial Development

ACTION: Development of Individual Industrial Facilities

LEAD RESPONSIBILITY: Private interests

FUNDING: Private interests and EDC Bonding

PRECEDING/
CONCURRENT ELEMENTS: Preceding: a) Authority Organization and Promotion,
c) EDC Bonding, d) Marine Improvements,
f) Zoning Ordinance Revisions; Concurrent: i) Utility
Improvements.

TIMING: Variable.

NOTES:

ELEMENT NO: 5 - Industrial Development

WORKTASK: f) - Zoning Ordinance Revisions

ACTION: Revise Zoning Ordinance to encourage marine facilities and industrial development.

LEAD RESPONSIBILITY: City of Frankfort

FUNDING: Local

PRECEDING/
CONCURRENT ELEMENTS: Preceding: b) Dredging Feasibility Study

TIMING: Third quarter, 1982

NOTES:

ELEMENT NO: 5 - Industrial Development

WORKTASK: g) - Utility Study

ACTION: Study and determine the adequacy of the municipal utilities to support industrial development.
If inadequate, then prepare a utility improvement plan.

LEAD RESPONSIBILITY: City of Frankfort

FUNDING: Local

PRECEDING/
CONCURRENT ELEMENTS: Preceding: a) Authority Organization and Promotion

TIMING: Second quarter, 1982

NOTES:

ELEMENT NO: 5 - Industrial Development

WORKTASK: h) - Design

ACTION: Detailed engineering design of the required public utility improvements.
Preparation of bid documents.

LEAD RESPONSIBILITY: City of Frankfort

FUNDING: Local and EDC Bonding

PRECEDING/
CONCURRENT ELEMENTS: Preceding: c) EDC Bonding, g) Utility Study.

TIMING: Third quarter, 1982

NOTES:

ELEMENT NO: 5 - Industrial Development

WORKTASK: i) - Construction

ACTION: Bid and construction of required public utility improvements.

LEAD RESPONSIBILITY: City of Frankfort

FUNDING: Local and EDC Bonding

PRECEDING/
CONCURRENT ELEMENTS: Preceding: c) EDC Bonding, h) Design.

TIMING: Second quarter, 1983

NOTES:

ELEMENT NO. 6 - Seasonal Resort Residential.

Worktasks for this element will vary substantially depending on the needs of each development project. Therefore, they are not detailed here.

It is anticipated that each will be mainly a private venture. If no proposals materialize within a couple of years of an improved financial climate, then a local management and promotional committee could be formed.

Although, mainly a private venture, the City will have some involvement. Annexation, zoning, and utility development are anticipated areas of involvement.